

which were sent to Portland-street Yard.....	1,100
.....	0,000
.....	5,000

[illegible][illegible][illegible][illegible][illegible]

WORTH FOR HORN HEADS, Etc., & bbl.
BROWN FURNACE—6000 # 91.
BROWN SQUARE (from Houston) # 91, @ \$7.35.

[Advertisement.]
DREW & FRENCH,
FRANCIS CORBINSON MANAGER,
BUTTER CRACKERS, Etc., FROM JAMES, &c.,
No. 6 Erie Buildings, (on 138 Broadway,
between Duane and Nassau Streets.)
Third door below Washington-st., New-York.
refer to D. M. MARTIN, First Ocean Bank.

Receipts of Produce.

of Hudson River Railroad for the Week ending Dec 17, 1856.
Live cattle, 100 do. Calves, 600 do. Sheep, 42 do. Horse-
do. Live Hogs, 300 do. Dressed Hogs, 2,245 do. Mutton, 35
do. Butter, 100 cwt. Winter Wheat Flour, 100 do. Lard, 300
lb. 37 do Eggs, 190 do Ashes, 130 do. Bookkeeping Paper, 15
do. Salt Sticks, 7,011 do. Paper, 158 bbl. Feed, 310 do.
Hemp, 100 do. Whiskey, 100 do. Ale and Beer, 5,500
bbl. 294 do Apples, 2,011 do. Sugar, 4,000 do. Molasses, 322 do.
100 do. Harely, 130 do. Potatoes, 1,000 do. Fruit, 1,200 do.
100 do Potatoes, 1,100 do. Corn, 200 do. Hops, 12 do.
1,000 do. Brooms, 60 ctns Martine, 10 do. State, 17,253
do. 100 do Apples, Dec 21.—300 # bbls. Flour, 1,500 bush.
Meal, 6,715 bush. Wheat, 16,949 bush. Corn, 6,569 bush.
@ \$2.00 pks. Beans, 165 do. Lard, 4 do. Ashes

LOSS OF REGINA HELEN A MILLER

MO-STEVICO, Oct. 8, 1899.

we has arrived here that the whaling bark Dol-
of Warren, Rhode Island, has been lost on the
of Patagonia.

Moorehouse, chief officer of the ship Helen A.
(previously reported lost), who arrived yester-
morning in the schooner W. H. Hayard, from
evideo, furnishes us with the following state-
ment:

"Ship Helen A. Miller, while rounding Cape Horn, had
bad weather; ship leaking and pumps got so small she
consulted with the officers and concluded to run to the
land, and anchor in the harbor of the bay of Valdivia.
The ship was anchored in the harbor, and the crew
and tanked below while at anchor, but did not sustain
damage that is material. However the anchor up and proceeded
afterwards, and the harbor was very shallow, and the ship
was with both anchors down. We repaired damage there
with huts, etc. As the repairs were about completed
the ship was ordered to anchor in the bay of Valdivia.
They took one of the ship's boats, which caused delay in
leaving for the U. S. This detained us some days longer. During
the night of the 14th, a heavy rain came up, ship drifted
on a rocky bottom, starting stern-up, and broke all the
the rigging but the mainmast. We then got under way and tried
to ship to Port Stentz, but running through Foulkland
the ship became unmanageable in consequence of the injury
done, and also became unmanageable in consequence of the
being the nearest port in the entrance of the sound. The

owing in her. About two-thirds of the cargo has been dry, but not in merchantable order, and the ship has been red of her materials.